

Hawaiian Gazette

EST. 1838 IN REBUS.

TUESDAY, MARCH 26, 1889.

THE SAMOAN SENSATION.

The report of the destruction of an American ship of war in a conflict at Samoa first appeared in print in the Breslau Zeitung of March 7th. This was two days before the sailing of the Mariposa from San Francisco. The next day, March 8th, another dispatch from New York announced that private advices from Berlin fully confirmed the previous report. Of the genesis of this latter dispatch we, unfortunately, know nothing. Let us look at such data as we now have, by which to judge of the credibility of this extraordinary story.

The Alameda, going south, is reported as having arrived at Auckland on the 3d of March. She must therefore have called at Tutuila on or about February 27th. From Samoa to Auckland is about a four days' run under steam. The Alameda evidently heard of no outbreak of hostilities having happened since our last previous advices.

The Zealandia on her up trip called at Tutuila on the 1st of March, and obtained Apia dates of February 28th. She reported the Vandalla as having already arrived, and the Trenton with Admiral Kimberly on board as daily expected. That the reported arrival of the Vandalla was not a mistake, is proved by letters from her officers having been actually received in Honolulu by the Zealandia's mail.

This cleans up the record to the end of February, or within one week of the date when the story appeared in the Zeitung. Now, however improbable on other grounds, it was not physically impossible for a conflict to occur within the next two or three days after our last Samoan dates, and one of the German squadron convey the news to Auckland, the nearest telegraphic station, and wire the same in cipher to Germany, in time to appear there on the 7th of March.

But there seems to be no doubt that the same story which was printed in Breslau on the 7th, was floating about Kiel, in the form of a rumor, as early as the 3d or 4th. If such was the case, it proves conclusively that the Zeitung's sensational dispatch was a fraud, that the pretended news did not come from Samoa—in fact that it was physically impossible for it to have done so, and that the whole affair was a most wicked and scandalous hoax, of whose authors we are at present ignorant, and at whose objects we can only guess.

THE NEW ADMINISTRATION.

The American papers received by the Mariposa are largely filled with accounts of the incoming of the new administration. The inaugural ceremonies, the President's address, biographical sketches of the new Cabinet, historical reminiscences of former inaugurations, and matter of all kinds pertinent to the occasion are given with an accuracy and fullness which testifies at once to the enterprising character of modern journalism, and the interest of the American people in all that pertains to the government of their country.

President Harrison comes into power under very favorable conditions, both personal and political. His general ability is universally admitted, his personal character is unimpeached, his knowledge of public affairs is large and varied, he has the entire confidence of his own party, and the respect of his political opponents. He has never been identified with any particular faction, and owing his elevation to no clique or combination, has no old grudges to pay off, and no under-hand services to reward.

The public treasury is overflowing, the national credit is the highest possible, the country is rapidly increasing in population and material resources, and the general public sentiment buoyant and hopeful. The rapid opening up of new territory, the wide expansion of the populated area, creating diversity of local conditions, and consequent conflicting interests, has not, as many feared, resulted in weakening the sentiment of nationality and loyalty to the federal authority. On the contrary, the national sentiment never seemed more pronounced, and devotion to the American Union more clearly manifest than at the present time.

The composition of the Cabinet is

calculated, we think, to give general satisfaction. Whatever differences of opinion may exist as to the merits and claims of particular individuals, it must be admitted that all the gentlemen selected have previously shown marked ability in one or more departments of active life. There cannot be said to be a weak one among them. The indications all point to an energetic, practical and business-like administration of national affairs.

That the attitude of the Great Republic towards Hawaii will be characterized by the same friendliness and liberality as heretofore, cannot be doubted. Fortunate is it indeed, that our nearest neighbor combines with her vast resources, her brave and enterprising population and her almost unbounded capacity for extension and absorption, no lust of conquest, but is actuated rather by the spirit of justice and magnanimity towards smaller and weaker States.

BUSINESS TO BE DONE BY THE NICARAGUA CANAL.

The granting of a charter by the United States to the Nicaragua Canal Company, to which we have already alluded, has brought that great enterprise prominently before the public, and awakened a much larger measure of interest in the subject than has hitherto existed.

Commander Taylor, of the United States Navy, delivered an address before the Franklin Institute of Philadelphia not long since, in which the whole question of future inter-oceanic canal traffic was treated in an exhaustive manner.

The business awaiting the construction of the canal was tabulated as follows:

	Tons.
1. Trade across the Isthmus	1,217,685
2. Trade between Atlantic and Pacific ports of United States	145,713
3. Trade between Atlantic ports of United States and foreign countries west of Cape Horn	792,585
4. Trade between Pacific ports of United States and foreign countries east of Cape Horn	879,844
5. Trade around Cape Horn of European countries	1,471,329
6. Trade of British Columbia with Europe	39,818
Total tonnage	4,507,044

The distances from New York to the United States ports on the Pacific are now from 13,000 to 14,000 miles. By the canal, these distances will be from 4,500 to 5,500 miles, a reduction of nearly two-thirds. The distance from Liverpool to Auckland is 500 miles less by way of Nicaragua than by any other route, and 2,500 miles less than by the Cape of Good Hope. Sailing vessels between Europe and Japan would, by way of Nicaragua, save at least 3,000 miles over other routes.

In addition to the large and growing commerce of San Francisco, the resources of the entire Northwest coast are to be taken into consideration. Portland, Ore., with 40,000 inhabitants, last year handled 12,500,000 pounds of wool and 1,500,000 pounds of hops. Her domestic exports amounted to \$9,000,000, and her foreign exports amounted to \$5,000,000. Her merchants moved 238,000 tons of wheat and flour, and her grain fleet numbering seventy-three vessels, registered 93,320 tons. The total foreign and coastwise exports from the Puget Sound collection district, last year amounted to nearly \$9,000,000. The salmon canneries of the Northwest coast shipped 1,500,000 cases.

There are said to be 20,000 square miles of yellow and red fir alone in Washington, generally known in trade as "Oregon pine," and the trees of these forests reach twelve feet in diameter and 300 feet in height. The timber field of Oregon is a quarter of the superficial area of the State, or 25,000 square miles.

The natural growth and development of the Pacific States and Territories will be stimulated by the greater profit on their productions, resulting from shortened and consequently cheapened water transportation to distant markets. This will add largely and rapidly to the estimated business of the canal from these sources, the figures in the above table being based on present conditions. The acreage and product of the wheat fields of Eastern Oregon and Eastern Washington have doubled within ten years, and there is enough vacant wheat lands to permit the same phenomenon within the next decade. The lumber trade of Oregon and Washington presents the most notable development of any line of commerce during the past year. In 1886, the total shipment was 6,000,000 feet. In 1887, it averaged 4,000,000 per month, or eight times the total of 1886.

The trade between Australia and the Atlantic ports of the United

States has been quadrupled since 1865, though it is still trifling in comparison with the total foreign commerce of those colonies; but it has grown to what it is without encouragement, and in spite of obstacles and disadvantages, and slight favoring circumstances might open up for us large possibilities in our relations with young English-speaking peoples whose foreign commerce already exceeds \$500,000,000 per year. The total tonnage entered and cleared at New Zealand ports in 1885, exclusive of coasters, was 1,032,700, of which a considerable part was by sail with Europe. It might very well happen that a part, at least, of this European trade with New Zealand will choose the Nicaragua route, not so much for the distance saved over Cape Horn as for more favorable weather, winds and currents to be met with in the latitude of the canal.

The stimulus which American domestic and near-by foreign commerce will receive from the safe and sure progress of an inter-oceanic canal toward completion, the natural increase, in six years, of all the classes of trade within the zone of attraction of the canal, and the fair probability of additions from the European traffic by sail with Japan, New Zealand, Fiji and the South Pacific groups, should render it safe to predict a total tonnage of six to six and a half millions for the Nicaragua Canal in 1894.

BI-METALISM IN HAWAII.

It is about five years and a half since the first instalment of the present silver coinage of this Kingdom was received from San Francisco. The entire amount of one million dollars arrived in the course of the year following. There was much objection made to this coinage at the time; most serious apprehensions were entertained by many persons as to the effect upon our finances. The great silver war was raging with severity at that time in New York and Washington, between the monometalists on one hand and Mr. Bland and his followers on the other, the latter finally carrying the day so far as to secure the passage by Congress of a law compelling the coinage of a limited amount of silver every month. That the great majority of our business men, and of those who had given any special attention to such questions leaned more or less strongly to the mono-metallic side of the controversy can hardly be doubted. After five years' experience of the use of our present circulating medium, some lessons may perhaps be drawn; some light possibly thrown, even from our little state, upon the vexed questions of bi-metalism and silver currency. It is strongly claimed by the advocates of the bi-metallic theory, that our experience suggests little or nothing unfavorable thereto. The following may, we think, be accepted as a brief but sufficiently accurate statement of some of their leading arguments.

It is claimed at the outset, that although a majority of our business men regarded the introduction of a currency of a million dollars of silver as a very dangerous experiment, the dissatisfaction was much heightened by the attendant circumstances, and the thoroughly unbusinesslike way in which the whole transaction was managed. The seigniorage on the silver used was entirely absorbed by the parties concerned in procuring the coinage at the United States Mint in San Francisco. The silver required to make one dollar being quoted at eighty-two cents, eighteen cents was nominally expended in minting each dollar, or about \$180,000 for the whole. But as nearly half the coin was in halves, quarters or dimes, weighing less in proportion, the seigniorage was in fact considerably more.

No satisfactory explanation was ever made of where the seigniorage went, or how the hoode was divided. Soon after this, the Treasury proceeded to buy up at nearly par rates, the old silver currency consisting of five franc pieces, Mexican dollars and so on, reselling them abroad at a loss, as we believe, of something like \$100,000. These facts and others which need not be recounted, pointed so strongly to either criminal complicity on the part of our public officials, or scarcely less criminal incompetence and carelessness, as to saddle the new currency with a burden of unpopularity which had nothing to do with the soundness of the bi-metallic theory, or the desirability of a silver circulating medium.

One fear that was felt at the time, was that it would be impossible for a community then numbering some 80,000 people to absorb into general

circulation so large an amount of coin. Time, say the bi-metalists, seems to have proved this apprehension groundless. We are employing the whole million of silver, and perhaps half a million more of U. S. gold coin, all now in active circulation, or nearly twenty dollars each to every man, woman and child in the kingdom. The same amount of coin to each of the sixty million people of the United States, would amount to \$750,000,000 of silver and \$375,000,000 of gold. According to the latest statistics, the amount of coinage of the respective metals then in circulation was almost precisely the reverse of this, namely, \$800,000,000 in gold and \$300,000,000 in silver. The greenbacks, which are so much additional circulation, are simply promises to pay, having no specie reserve back of them, and resting simply on the faith of the government.

Another, and much more serious fear was that with such an immense amount of coin whose intrinsic value averaged twenty per cent. below its nominal value, it would be impossible to prevent its sinking to somewhere near its intrinsic value in gold. It was thought that perhaps a couple of hundred thousand dollars might be used in small change, but that beyond some such limit, the depreciated silver would become unavailable, except at a heavy discount. Under the influence of this fear, silver was received for some time with reluctance in large payments, and only then at considerable discount, going as low at one time as seven per cent. But as the believers in silver money point out, notwithstanding this fact and these apprehensions, and although silver is only a legal tender in sums not exceeding ten dollars, it has gradually recovered its status, and for a good while the Kalakaua dollar has been substantially at par with U. S. gold coin.

It is furthermore urged that gold is now much more abundant in the country than it was before the new silver coinage was introduced. It has not been crowded out by the inferior coin, as the mono-metallic theorists declared it must necessarily be.

We think we have fairly outlined the leading points in the contention of the bi-metalists, that the experience of this country for the last few years goes to confirm the soundness of their theory. Certain other considerations which are held by their opponents to invalidate the conclusions so drawn, will be presented hereafter. The conflict between mono metalism and bi metalism is now agitating the great commercial states more severely than ever before. Possibly the experience of little Hawaii may afford our great neighbors some useful lessons upon the subject.

THE HUMILIATION OF THE "TIMES."

Never did a great public journal sustain a more crushing and humiliating defeat than has just been suffered by the London Times. Never was a prominent public man called upon to vindicate himself from baser charges, and never was a vindication more complete, or achieved under more impressive and dramatic conditions, than in the case of Mr. Parnell. The field on which the battle was fought was broad and public, the combatants were prominent and important in themselves, and still more so in view of what they represented, and the interested spectators embraced the English-speaking people of the whole world.

Every resource of intellectual ability, and legal learning and experience, stimulated by a knowledge of the important and far reaching consequences to accrue from the result of the trial, and backed by practically unlimited pecuniary resources, was brought to bear on both sides. Day after day and week after week the investigation dragged its slow length along, until suddenly, and almost without note of warning, the bottom dropped completely out, and the case of the Times against Parnell collapsed as utterly as a soap bubble that had been stepped on by an elephant.

For the benefit of those of our readers who do not keep the run of foreign affairs, we will briefly recall the circumstances leading up to the trial. Some months ago the London Times commenced the publication of a series of articles under the heading of "Parnellism and Crime." These articles were ably written, very bitter, and calculated, if they could be justified by facts, to fatally damage Mr. Parnell as well as his political associates and allies and indefinitely postpone the granting of

any concessions to Ireland. It was charged, in substance, that Mr. Parnell had a guilty knowledge of, and was accessory to, crimes and outrages of various kinds, including the Phoenix Park murders, that while publicly denouncing these crimes and professing his horror thereof, he was secretly in league with their perpetrators and ready to profit by their misdeeds.

The Times being called upon to justify its charges, replied by publishing what purported to be facsimiles of letters signed by Parnell, Davitt, Egan and other Irish leaders, which, if genuine, seemed to fully sustain the charges. How these documents came into its possession, the Times refused to say.

Mr. Parnell and his friends promptly and indignantly denounced these documents as forgeries, and demanded an investigation. The Government, in whose interest these pretended revelations were made, and who were profiting by the effect they had produced, made common cause with the Times, took that journal under its wing, and did all in its power to prevent any inquiry which would be thorough and searching. Meanwhile the Times and its allies kept up the warfare on Mr. Parnell, and the changes on the standing text of "Parnellism and Crime" were rung with undiminished venom and vigor. At last the insistence of the accused parties and their friends, and the pressure of outside public opinion induced the Government to weaken somewhat, and the investigation was ordered, with whose results we are already acquainted. That result was reached in this way:

It came out on the trial, that the Times had purchased its documents from one Pigott, who had been a Fenian, an editor of a Dublin paper, in the supposed confidence of the Irish leaders, and who seems to have been ready to serve or betray either side for pay. Pigott being got on the stand and subjected to the searching and unmerciful cross-examination of Russell, Mr. Parnell's chief counsel; broke completely down. He was made to admit, in substance, that he was a liar, a traitor, a thief and a thorough scoundrel. Having got him where he wanted him, Russell pushed his advantage until the wretched witness was utterly demoralized and cowed. On Monday, Feb. 25th, Pigott went to Mr. Labouchere, and in the presence of that gentleman and other witnesses, made a full written confession.

The next day—Tuesday—the confession was produced in Court, and the case of the Times vanished into the invisible. Of course there was immediately a general demand for Pigott, and Mr. Parnell insisted that he should be put upon the stand. But Pigott could not be found. He had skipped the country, and at the latest advices his whereabouts was unknown.

The Times has made a formal retraction, acknowledged the letters to be forgeries, claimed to be the innocent victim of a criminal conspiracy, and intimated that it expected to pay the penalty of its indiscretion. But the end is not yet.

NAVAL NOTES.

Commander Robley D. Evans, Naval Secretary of the Lighthouse Board, has been granted a year's leave of absence, and will go to Nicaragua as Superintendent of Construction of the Nicaraguan Canal. Commander George W. Coffin, who is well known on the Pacific Coast, succeeds Commander Evans as Naval Secretary. Commander and Mrs. Coffin, with Mrs. Dr. Anderson and daughter, are at present in Portland, Me.

The following assignments are reported from Washington, March 8th: Lieutenants F. M. M. Brumby, Charles E. Fox and H. M. Wetzel, Surgeon H. J. Robins, Chief Engineer G. J. Burnham, Passed Assistant Engineer A. B. Bates, Naval Cadets Edward Morie, S. P. Edwards, James J. Baininger and Charles E. Johnston have been detached from the Mohican and placed on waiting orders. Assistant Surgeon George A. Long has been detached from the flagship Vermont and ordered to the Mohican. Lieutenant H. M. Schooner, Ensign Joseph Beale, Surgeon G. P. Bradley and Passed Assistant Engineer J. M. Emanuel and Chief Engineer J. C. Macdonnell have been ordered to the Mohican.

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